

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF BRIDGE DESIGN**

CONFERENCE REPORT

PROJECT: TROY

X-A004(373)

40370

Troy Br. No. 089/114, NH Route 12 over South Branch Ashuelot River

DATE OF CONFERENCE: October 29, 2020

LOCATION OF CONFERENCE: Troy Town Hall and Zoom Teleconference

RECORDED ATTENDEES:

P. Brogan	NHDOT (Presenter)
J. Adams	NHDOT (Presenter)
M. Mozer	NHDOT (Panelist)
R. Martin	NHDOT (Panelist)
S. Halloran	Jacobs (Panelist)
Z. Zavalianos	Jacobs (Panelist)
J. Blackburn	Jacobs (Panelist)
C. Poire	NHDOT (Moderator)
M. Guild	Troy Town Administrator
R. Thackston	Troy Board of Selectmen
C. Hopkins	Troy Board of Selectmen
T. Wilson	Troy Board of Selectmen
E. Atkins	Troy Public Works Director
D. Ellis, Jr.	Troy Police Chief
S. McGarry	Troy resident
C. Coburn	Troy resident
S. Wheeler	via Facebook Live
C. Mattson	via Facebook Live
J. Dietsch	via Zoom

SUBJECT: Public Informational Meeting

NOTES ON CONFERENCE:

This project involves rehabilitation or replacement of Troy bridge number 089/114 carrying NH Route 12 over the South Branch Ashuelot River. This meeting presented the need for the bridge work and requested input from the local community.

J. Adams introduced the project, and P. Brogan presented further details. P. Brogan explained that the bridge was built in 1941 and underwent a rehabilitation project in 1977. Current areas of deterioration on the bridge include damage to the bridge rail and major deterioration of the concrete span.

Two general options were presented: the first option would involve retaining most of the existing structure and only replacing the top concrete span. Deterioration to other areas of the bridge would be addressed as part of the project. The second option would replace the whole bridge structure. It would also lengthen the bridge to comply with the state Stream Crossing Rules and widen the bridge to provide a 5'-0" shoulder for bicycles and pedestrians. The replacement option would provide a longer service life than the rehabilitation option.

A temporary bridge will be necessary to carry traffic around the existing bridge during construction. Temporary traffic signals will be put in place to establish one-lane alternating two-way traffic. P. Brogan presented three possible locations for the temporary bridge. The first alternative places the temporary detour bridge to the east of the existing bridge. This would result in a sharp turn at the north end of the bridge, requiring a detour for trucks. The utility poles along the east side of NH 12 would need to be relocated. A 2-minute traffic delay is anticipated with this option, except the southbound delay will be about 8 minutes in the afternoon.

Alternative 2 places the temporary bridge farther east adjacent to the existing rail trail bridge, diverting traffic along Old Keene Road and Lawrence Road. This option involves substantial tree clearing, multiple sharp curves, Right-of-Way impacts, long traffic delays, and a truck detour. P. Brogan explained that this option was effectively ruled out in design.

Alternative 3 places the detour bridge immediately west of the existing bridge. This option allows traffic to maintain a 35mph design speed, involves only short delays of about 2 minutes in each direction, but necessitates Right-of-Way impacts to the property at the southwest corner of the bridge and a retaining wall to support the temporary abutment at the north end of the bridge.

The truck detour required for Alternatives 1 and 2 follows NH Routes 12, 32 and 119, for a total length of 32 miles.

P. Brogan explained that the bridge lies just north of the Forristall Historic District. NHDOT will be examining all potential impacts to the surrounding resources in accordance with Section 106 of the National Historic Preservation Act. Those interested in formal involvement in historic resource review as "consulting parties" may do so by contacting Jamie Sikora at FHWA.

The project will advance to final design after the preferred alternative is selected and the NEPA (National Environmental Policy Act) process is completed in 2021. The design will be completed in 2022 and construction is scheduled to begin in 2023.

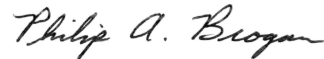
Lastly, input was requested regarding emergency response routes, mutual aid, school bus routes, flooding concerns, and bike and pedestrian concerns. There were several questions and comments as follows:

- T. Wilson asked how long the project is expected to last. P. Brogan replied that the project is expected to last one full construction season.
- S. McGarry expressed concern about access of large trucks to his gravel pit on Lawrence Road, and also raised awareness of a culvert running under NH Route 12 just north of the intersection of NH Route 12 and Lawrence Road.
- T. Wilson asked about the impacts to access on Old Keene Road and Lawrence Road for traffic control Alternatives 1 and 3. J. Blackburn replied that for both alternatives, temporary traffic signals will be placed at the Old Keene Road and Lawrence Road intersections to control traffic. Access to Lawrence Road from NH 12 northbound will be limited due to a tight turning radius. Temporary striping and concrete barrier will be used to guide drivers entering or exiting Old Keene Road or Lawrence Road through the work zone if Alternative 3 is selected. S. McGarry noted that trucks travel to and from either direction to enter and exit Lawrence Road. P. Brogan asked whether trucks could turn

around if they can only exit Lawrence road northbound on NH 12. S. McGarry suggested that trucks would likely need to travel into Swanzey to turn around.

- S. Wheeler commented that he sees complete replacement as the best option.
- R. Thackston spoke in support of the replacement option.
- T. Wilson asked how the decision is made between rehabilitation and replacement. P. Brogan noted that it is based on the input from the meeting, the Section 106 process, and engineering. T. Wilson spoke in favor of the replacement option.
- S. McGarry noted that he has seen concrete falling from the bridge when trucks travel over the bridge.
- C. Mattson commented in favor of the replacement option.
- J. Dietsch asked how both projects planned to handle extreme weather events, higher flooding, etc. P. Brogan noted that the existing bridge is adequately sized for flood events. The design team will look further into the drainage culvert near the intersection of NH 12 and Lawrence Road. S. McGarry noted that this culvert is part of a former power station.

Submitted by:



Philip A. Brogan
Bridge Design

NOTED BY: P. Brogan, M. Mozer